

**PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA**

Rail Safety and Carriers Division  
Rail Engineering Safety Branch  
Rail Crossings Engineering Section

RESOLUTION SX-46  
January 23, 2002

**RESOLUTION**

RESOLUTION SX-46 AUTHORIZING NORTH SAN DIEGO COUNTY TRANSIT DEVELOPMENT BOARD TO MAKE IMPROVEMENTS TO THE AUTOMATIC SIGNAL WARNING DEVICES AT TWO IN-STATION PEDESTRIAN AT-GRADE CROSSINGS AT POINSETTIA STATION IN THE CITY OF CARLSBAD AND TWO IN-STATION PEDESTRIAN AT-GRADE CROSSINGS AT SORRENTO VALLEY STATION IN THE CITY OF SAN DIEGO, SAN DIEGO COUNTY.

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**Summary**

North San Diego County Transit Development Board (NCTD), by letter dated December 7, 2001, has requested authority to make certain modifications to automatic signal warning devices at in-station pedestrian at-grade crossings located at Carlsbad Poinsettia Station and Sorrento Valley Station in San Diego County.

Commission Decision (D.) 01-09-008 dated September 6, 2001 authorized NCTD to install PUC Standard No. 8 automatic signal warning devices at several in-station pedestrian at grade crossings located in four NCTD commuter rail stations within San Diego County.

NCTD advises that D.01-09-008 granted authority for installation of automatic warning devices at a distance of 10 feet from centerline of the nearest track.

Upon closer inspection, NCTD has discovered that at the Poinsettia and Sorrento Valley stations, placing the automatic warning devices as indicated, will result in portions of the warning device structure encroaching upon the 8-foot 6-inch minimum clearance envelope prescribed in Commission General Order (GO) 26-D.

This resolution authorizes NCTD to place the automatic warning devices at the Poinsettia and Sorrento Valley stations 12 feet from centerline of the nearest track in accordance with GO 26-D.

### **Background**

In an effort to enhance safety of existing in-station pedestrian at-grade crossings at various commuter rail stations in San Diego County, NCTD requested Commission authority to install automatic signal warning devices at a distance of 10 feet from the centerline of the nearest track, as prescribed in GO 26-D, at the four commuter rail stations listed below:

1. Carlsbad Village Commuter Rail Station in downtown Carlsbad.
2. Carlsbad Poinsettia Rail Station in Carlsbad.
3. Encinitas Commuter Rail Station in downtown Encinitas.
4. Sorrento Valley Commuter Rail Station in San Diego.

Commission authority was granted under D.01-09-008 dated September 6, 2001. The decision authorized NCTD to install two PUC Standard No. 8 Flashing light type signals, as specified in GO 75-C, at each in-station pedestrian at-grade crossing at a distance of 10 feet from the nearest track.

### **Discussion**

Upon closer inspection, NCTD has discovered that at the Poinsettia and Sorrento Valley stations placing the automatic warning devices as authorized by D.01-09-008, will result in portions of the warning device structure encroaching upon the 8-foot 6-inch minimum clearance envelope prescribed in GO 26-D.

NCTD proposed to change the location of the automatic warning devices so as to not encroach upon the 8-foot 6-inch minimum clearance envelope prescribed in GO 26-D by increasing the minimum distance from the centerline of the nearest track to 12 feet. This new placement also follows the recommendations of the

Manual of Uniform Traffic Control Devices, which indicates a minimum placement of 12 feet from centerline of the nearest track.

Additionally, this new placement will reduce the walkway in the vicinity of the automatic warning devices located in the northwest and southwest quadrant at the Carlsbad Poinsettia Station and in the vicinity of the automatic warning devices located in the northwest quadrant at the Sorrento Valley Station. To ensure adequate walkway is provided to commuter rail passengers, NCTD proposes to locate the automatic warning devices 2 feet from the edge of the platform, immediately adjacent to the in-station pedestrian at-grade crossings, and 12 feet from centerline of the nearest track.

Upon review of material submitted by NCTD, as well as an onsite inspection of the crossings, the Rail Safety and Carriers Division staff is in agreement with NCTD's proposed modifications to the automatic warning devices at the Carlsbad Poinsettia and Sorrento Valley commuter rail stations.

This is an uncontested matter in which the resolution grants the relief requested. Accordingly, pursuant to Public Utilities Code Section 311 (g)(2), the otherwise applicable 30-day period for public review and comment is being waived.

## **Findings**

1. D.01-09-008 dated September 6, 2001 authorized NCTD to install PUC Standard No. 8 automatic signal warning devices, as specified in GO 75-C, at several in-station pedestrian at grade crossings located at four NCTD commuter rail stations within San Diego County.
2. D.01-09-008 authorized NCTD to install PUC Standard No. 8 flashing light type signals at a distance of 10 feet from the nearest track, as specified in GO 26-D.
3. Upon closer inspection, NCTD discovered that at the Poinsettia and Sorrento Valley stations placing the automatic warning devices as authorized by D.01-09-008, will result in portions of the warning device structure encroaching upon the 8-foot 6-inch minimum clearance envelope prescribed in GO 26-D.

4. NCTD proposes to locate the automatic warning devices 2 feet from the edge of the platform, immediately adjacent to the in-station pedestrian at-grade crossings, and 12 feet from centerline of the nearest track to comply with all minimum clearance requirements specified in GO 26-D.
5. Commission staff has reviewed this proposal. It appears to have merit and should be granted.
6. Staff recommends that this resolution be adopted.

**Therefore, IT IS ORDERED that:**

North San Diego County Transit Development Board be granted authority to modify the location of the automatic warning devices at the Carlsbad Poinsettia and Sorrento Valley stations to comply with all minimum clearance requirements specified in General Order 26-D.

This resolution is effective today.

I certify that the foregoing resolution was duly introduced, passed, and adopted by the Commission at its regularly scheduled meeting on January 23, 2002. The following Commissioners voted favorably thereon:

/s/ WESLEY M. FRANKLIN  
WESLEY M. FRANKLIN  
Executive Director

LORETTA M. LYNCH  
President  
HENRY M. DUQUE  
RICHARD A. BILAS  
CARL. W. WOOD  
GEOFFREY F. BROWN  
Commissioners